METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

Legislative History

High Priority Bills with Positions or for which MTC-ABAG is Providing Technical Assistance

Thursday, April 9, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 117 Committee on Budget	Chaptered 02/19/2026	Approved by the Governor. Chaptered by Secretary of State - Chapter 6, Statutes of 2026.	**Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.** Current law requires the Transportation Agency to evaluate applications for funding under the Transit and Intercity Rail Capital Program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to $590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. (Based on 02/19/2026 text)	Providing technical assistance	

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AB 334 Petrie-Norris	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)	**Operators of toll facilities: interoperability programs: vehicle information.** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)	Providing technical assistance	Providing technical assistance
AB 736 Wicks	Amended 04/10/2025	In Senate. Read first time. To Com. on RLS. for assignment.	**The Affordable Housing Bond Act of 2026.** Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)	Support and Seek Amendments	Support and Seek Amendments
AB 902 Schultz	Amended 07/10/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May	**Transportation projects: barriers to wildlife movement.** Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife	Providing technical assistance	None

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		be acted upon Jan 2026)	connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. (Based on 07/10/2025 text)		
AB 1557 Papan	Amended 03/16/2026	In committee: Hearing postponed by committee.	**Vehicles: electric bicycles.** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a "class 1 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of peak power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. The bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power. (Based on 03/16/2026 text)	Providing technical assistance	Providing technical assistance
AB 1569 Davies	Amended 03/09/2026	VOTE: Do pass as amended, and be re-referred to the Committee on [Transportation]	**Pupil safety: electric bicycle parking: safety program.** Existing law authorizes the governing board of any school district having jurisdiction over elementary, intermediate, junior high, or high school to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction. This bill would require each school district and county office of	Providing technical assistance	Providing technical assistance

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		with recommendation: To Consent Calendar (PASS)	education that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. (Based on 03/09/2026 text)		
AB 1837 González, Mark	Amended 03/12/2026	In committee: Hearing postponed by committee.	**Video imaging of parking violations.** Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely. (Based on 03/12/2026 text)	Providing technical assistance	Providing technical assistance
AB 1942 Bauer-Kahan	Introduced 02/13/2026	Referred to Com. on TRANS.	**Electric bicycles: registration and special license plates.** Current law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Current law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Current law also requires a motorized bicycle to display a special license plate issued by the department. Current law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than $4 per year. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. (Based on 02/13/2026 text)	Providing technical assistance	Providing technical assistance

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AB 1944 Lee	Introduced 02/13/2026	Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 3.) In Senate. Read first time. To Com. on RLS. for assignment.	**Zero-emission transit buses: axle weight.** Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)	Providing technical assistance	Providing technical assistance
AB 2168 Wicks	Amended 03/16/2026	Re-referred to Com. on TRANS.	**Active Transportation Program: guidelines.** Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit and investments in transit-rich and infill opportunity areas, as specified. (Based on 03/16/2026 text)	Providing technical assistance	Providing technical assistance
AB 2267 Garcia	Amended 03/24/2026	Re-referred to Com. on TRANS.	**State bridges and overpasses: suicide prevention.** Existing law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided. This bill would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)	Providing technical assistance	Providing technical assistance

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AB 2276 Soria	Introduced 02/19/2026	From committee: Amend, and do pass as amended and re-refer to Com. on P. & C.P. (Ayes 9. Noes 0.) (April 7).	**Vehicles: active intelligent speed assistance devices.** Current law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle under the influence of an alcoholic beverage, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Installation of an IID is discretionary for a first offender, as specified. Current law also requires persons convicted of driving under the influence of a drug to install an IID. Current law specifies periods for which a person convicted of one or more prior driving-under-the-influence violations is required to install an IID, as specified. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified. This bill would require the Department of Motor Vehicles to establish, until January 1, 2034, a pilot program that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assistance device (ISA) on any vehicle the person operates, as specified. The bill would similarly make the installation of an ISA discretionary for a first offender, as specified. The bill would make tampering with the ISA device, as specified, operating a motor vehicle without the device, or failing to return the device to the vendor upon completion punishable as a misdemeanor. The bill would also extend the required term the ISA needs to be installed by 120 days for a violation of these provisions. (Based on 02/19/2026 text)	Providing technical assistance	Providing technical assistance
AB 2284 Dixon	Amended 04/06/2026	Re-referred to Com. on TRANS.	**Electric bicycles: Attorney General list.** Would require, on or before June 1, 2027, the office of the Attorney General, in partnership with biking nonprofit groups, to compile a list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are labeled, advertised, or commonly perceived by riders or peace officers as electric bicycles or electric bicycle products. The bill would require the Attorney General to make the list available on its internet website and to update the list and internet website, when necessary. (Based on 04/06/2026 text)	Providing technical assistance	Providing technical assistance
AB 2346 Wilson	Amended 03/26/2026	From committee: Do pass and re-refer to Com. on JUD. (Ayes 15. Noes 0.) (April 6). Re-referred to Com. on JUD.	**Vehicles: electric bicycles and speed limits.** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1,	Providing technical assistance	Providing technical assistance

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)		
AB 2595 Papan	Introduced 02/20/2026	Referred to Com. on TRANS.	**Vehicles: electric bicycles.** Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. (Based on 02/20/2026 text)	Providing technical assistance	Providing technical assistance
SB 417 Cabaldon	Amended 01/22/2026	Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	**The Affordable Housing Bond Act of 2026.** Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Current law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 01/22/2026 text)		
SB 677 Wiener	Amended 01/08/2026	Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	**Housing development: transit-oriented development.** Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Based on 01/08/2026 text)	Providing technical assistance	Providing technical assistance
SB 715	Amended 05/01/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last	**Regional housing need: methodology: distribution.** The Planning and Zoning Law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to	Providing technical assistance	Providing technical assistance

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Allen		location was H. & C.D. on 6/5/2025)(May be acted upon Jan 2026)	determine the existing and projected need for housing for each region, as provided, and requires the appropriate council of governments or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city, county, or city and county. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs and requires the council of governments to provide data assumptions, including specified information regarding housing availability within the region. Current law requires the council of governments, or delegate subregion as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or subregion, as applicable, that furthers specified objectives. Current law, to the extent that sufficient data is available as provided, requires each council of governments, or delegate subregion as applicable, to consider including specified factors to develop the methodology that allocates regional housing needs, including the loss of units during a state of emergency that was declared by the Governor that have yet to be rebuilt or replaced at the time of the analysis. This bill would remove the requirement that the loss of units factor be considered and instead require those lost units to be distributed proportionally according to the region's proposed methodology, as provided, and would prohibit the lost units from solely being distributed to the jurisdictions in which they were lost. (Based on 05/01/2025 text)		
SB 750 Cortese	Amended 07/17/2025	August 29 hearing postponed by committee.	**California Housing Finance and Credit Act.** Existing law, the California Health Facility Construction Loan Insurance Law, establishes an insurance program for health facility construction, improvement, and expansion loans in order to stimulate the flow of private capital into health facilities construction, improvement, and expansion and in order to rationally meet the need for new, expanded, and modernized public and nonprofit health facilities necessary to protect the health of all the people of this state. (Based on 07/17/2025 text)	Support	Support
SB 956 Choi	Amended 04/06/2026	From committee with author's amendments. Read second time and amended. Re-	**Vehicles: Electric Bicycle Special License Plate Pilot Program.** Under existing law, a person riding an electric bicycle is subject to the laws pertaining to the operation of a bicycle upon a highway. For these purposes, existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions, as specified. Existing law states that these provisions do not prevent local authorities, by ordinance, from regulating the registration of	Providing technical assistance	Providing technical assistance

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		referred to Com. on TRANS.	bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the Vehicle Code. Existing law prohibits a city or county, which adopts a bicycle licensing ordinance or resolution, from prohibiting the operation of an unlicensed bicycle. The bill would, until January 1, 2032, authorize the County of Orange to establish a pilot program to require the display of a special license plate on electric bicycles. The bill would authorize the county to adopt ordinances or resolutions to implement the pilot program, and would make a person operating an electric bicycle in violation of this requirement guilty of an infraction punishable by specified fines and mandatory attendance of the Department of the California Highway Patrol-approved electric bicycle training course. (Based on 04/06/2026 text)		
SB 979 Strickland	Introduced 02/04/2026	April 7 set for first hearing canceled at the request of author.	**Planning and zoning: housing element: regional housing needs allocation: judicial review.** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)		Oppose
SB 1013 Cervantes	Amended 03/25/2026	Re-referred to Coms. on TRANS. and P., D.T., & C.P.	**Automated license plate recognition systems.** Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by	Providing technical assistance	Providing technical assistance

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that "public agency" does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency's collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense. (Based on 03/25/2026 text)		
SB 1087 Cabaldon	Amended 03/25/2026	From committee: Do pass as amended and re-refer to Com. on TRANS. (Ayes 5. Noes 0.) (April 8).	**Transportation planning: sustainable communities strategies: transportation funding programs.** Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 03/25/2026 text)	Sponsor	Sponsor

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SB 1136 Blakespear	Amended 04/06/2026	From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	**Intercity rail and commuter rail: special events service plans: fare system integration.** Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)	Providing technical assistance	Providing technical assistance
SB 1167 Blakespear	Amended 03/26/2026	From committee: Do pass as amended and re-refer to Com. on N.R. & W. (Ayes 12. Noes 0.) (April 7).	**Vehicles: electric bicycles.** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 03/26/2026 text)	Providing technical assistance	Providing technical assistance
SB 1246 Cortese	Amended 03/24/2026	From committee: Do pass and re-refer to Com. on RLS. (Ayes 8. Noes 3.) (April 7). Re-referred to Com. on RLS.	**Autonomous vehicles.** Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law, commencing July 1, 2026, requires manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle, except as provided, to comply with certain requirements. This bill would require remote assistants, remote drivers, or local incident technicians, as defined, who monitor, direct, provide input to, advise, supervise, or control commercial autonomous vehicles on a public road in this state, or that provides onsite response to incidents on behalf of an autonomous vehicle operator, be located within the United States and hold a valid California driver's license of the appropriate class with any endorsements required for a human driver to lawfully operate the same vehicle in this state. For autonomous passenger service vehicles, the bill would require the ratio of remote assistants or remote drivers to autonomous passenger service vehicles be 1 to 3 or higher at all times. (Based on 03/24/2026 text)	Providing technical assistance	Providing technical assistance

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
		Re-referred to Coms. on E.Q. and TRANS.	**California Environmental Quality Act: exemptions: City of San Jose: Diridon Station.** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public program for the modernization of Diridon Station in the City of San Jose, including, but not limited to, the track, platform, station, public plaza or realm, roadway crossing and access improvements, and intermodal facilities and connections. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Diridon Station Program in the County of Santa Clara. (Based on 03/25/2026 text)	Support	
SB 1408 Arreguín	Amended 03/23/2026	From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 9. Noes 2.) (April 7). Re-referred to Com. on REV. & TAX.	**Contra Costa Transportation Authority: transactions and use tax.** Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 03/23/2026 text)	Providing technical assistance	Providing technical assistance
SB 1411 Stern	Introduced 02/20/2026	Set for hearing April 14.	**Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.** Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas	Providing technical assistance	Providing technical assistance

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed $500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. (Based on 02/20/2026 text)		
SB 1423 Stern	Amended 03/25/2026	Re-referred to Com. on TRANS.	**Transportation funding: State Transportation Improvement Program: Active Transportation Program.** Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program. This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be programmed for safe streets projects, as specified. (Based on 03/25/2026 text)	Providing technical assistance	Providing technical assistance

Legislative History Tracked Bills

Measure	Author	Topic	MTC Position	ABAG Position
AB 6	Ward, D	Residential developments: building standards: review.		
AB 11	Lee, D	The Social Housing Act.		
AB 33	Aguiar-Curry, D	Autonomous vehicles.		
AB 35	Alvarez, D	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.		
AB 61	Pacheco, D	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.		
AB 90	Jackson, D	Public postsecondary education: overnight student parking.		
AB 117	Budget Committee	Bay Area Transit Loan	Providing technical assistance	
AB 261	Quirk-Silva, D	Fire safety: fire hazard severity zones: State Fire Marshal.		
AB 266	Davies, R	Freeway Service Patrol Act: sponsorship agreement.		
AB 282	Pellerin, D	Discrimination: housing: source of income.		
AB 306	Schultz, D	Building regulations: state building standards.		
AB 311	McKinnor, D	Dwelling units: persons at risk of homelessness.		
AB 317	Jackson, D	California First Time Homeowner Dream Act.		
AB 334	Petrie-Norris, D	Operators of toll facilities: interoperability programs: vehicle information.	Providing technical assistance	
AB 550	Petrie-Norris, D	The California Endangered Species Act: take of species: renewable electrical generation facilities.		
AB 557	McKinnor, D	California Factory-Built Housing Law.		
AB 609	Wicks, D	California Environmental Quality Act: exemption: housing development projects.		
AB 635	Ahrens, D	Mobilehome Residency Law Protection Program: Attorney General.		
AB 660	Wilson, D	Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.		
AB 698	Wicks, D	Local taxation: real property transfers.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 736	Wicks, D	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
AB 750	Quirk-Silva, D	Homeless shelters: safety regulations.		
AB 760	Ta, R	Mobilehome parks: rental restrictions: exemptions: emergencies.		
AB 768	Ávila Farías, D	Mobilehome parks: rent protections: local rent control.		
AB 782	Quirk-Silva, D	Subdivisions: security.		
AB 878	Kalra, D	Victims of abuse or violence: reasonable accommodations.		
AB 891	Zbur, D	Transportation: Quick-Build Pilot Program.		
AB 902	Schultz, D	Transportation projects: barriers to wildlife movement.	Providing technical assistance	Providing technical assistance
AB 906	González, Mark, D	Planning and zoning: housing elements: affirmatively furthering fair housing.		
AB 913	Rodriguez, Celeste, D	Housing programs: financing.		
AB 939	Schultz, D	Housing development: density bonuses: affordability of for-sale units.		
AB 954	Bennett, D	Interregional transportation strategic plan: bicycle highways.		
AB 956	Quirk-Silva, D	Accessory dwelling units: ministerial approval: single-family dwellings.		
AB 1070	Ward, D	Residential developments: building standards: review.		
AB 1131	Ta, R	General plan: annual report: congregate care for the elderly.		
AB 1165	Gipson, D	California Housing Justice Act of 2025.		
AB 1184	Patterson, R	Common interest developments: association management and meeting procedures.		
AB 1206	Harabedian, D	Single-family and multifamily housing units: preapproved plans.		
AB 1229	Schultz, D	Adult Reentry Grant Program.		
AB 1237	McKinnor, D	Ticket sellers: event tickets: transit tickets.		
AB 1240	Lee, D	Single-family residential real property: corporate entity: ownership.		
AB 1244	Wicks, D	California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.		
AB 1276	Carrillo, D	Housing developments: ordinances, policies, and standards.		
AB 1294	Haney, D	Planning and zoning: housing development: standardized application form.		
AB 1359	Ahrens, D	Jury service exemptions.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 1381	Muratsuchi, D	California School Finance Authority: Educational Workforce Housing Revolving Loan Fund.		
AB 1385	Petrie-Norris, D	Unlawfully restrictive covenants: housing developments: Palisades Fire.		
AB 1421	Wilson, D	Vehicles: Road Usage Charge Technical Advisory Committee.		
AB 1457	Bryan, D	Wildfires: training: defensible space: inspections.		
AB 1470	Haney, D	Food facilities: retail food safety.		
AB 1557	Papan, D	Vehicles: electric bicycles.	Providing technical assistance	
AB 1569	Davies, R	Pupil safety: electric bicycle parking: safety program.	Providing technical assistance	
AB 1588	Stefani, D	Vehicles: Sideshow Accountability and Community Safety Act.		
AB 1599	Ahrens, D	Public transit: California Transit Stop Registry: transit datasets.		
AB 1608	Wilson, D	Office of the Inspector General, High-Speed Rail.		
AB 1613	Wilson, D	Vehicles: off-highway motor vehicle safety.		
AB 1664	Jackson, D	Vehicles: direct driver monitoring systems.		
AB 1729	Lee, D	State employment: telework programs.		
AB 1774	Boerner, D	Electrical corporations: wildfire mitigation plans: expenditures.		
AB 1783	DeMaio, R	Vehicle miles traveled: local tax and state fund prohibition.		
AB 1786	Harabedian, D	Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.		
AB 1837	González, Mark, D	Video imaging of parking violations.	Providing technical assistance	
AB 1855	Gonzalez, Jeff, R	California Environmental Quality Act: exemption: passenger rail service.		
AB 1919	Pellerin, D	Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.		
AB 1942	Bauer-Kahan, D	Electric bicycles: registration and special license plates.	Providing technical assistance	

Measure	Author	Topic	MTC Position	ABAG Position
AB 1944	Lee, D	Zero-emission transit buses: axle weight.	Providing technical assistance	
AB 1976	Wicks, D	Streets and highways: pedestrian and bicycle facilities.		
AB 2015	Wicks, D	Navigation programs: slow streets.		
AB 2051	Wicks, D	Public resources: Coastal Resilience Permitting Working Group.		
AB 2059	Wilson, D	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.		
AB 2103	Irwin, D	Office of Data and Innovation: Engaged California Program.		
AB 2168	Wicks, D	Active Transportation Program: guidelines.	Providing technical assistance	
AB 2182	Irwin, D	Electrical corporations: Industrial Decarbonization and Energy Efficiency Program.		
AB 2184	Wilson, D	Cap-and-Invest Program: nature-based climate solutions: funding.		
AB 2193	Ta, R	Autonomous vehicles.		
AB 2267	Garcia, D	State bridges and overpasses: suicide prevention.	Providing technical assistance	
AB 2275	Bains, D	Mental health diversion.		
AB 2276	Soria, D	Vehicles: active intelligent speed assistance devices.	Providing technical assistance	
AB 2284	Dixon, R	Electric bicycles: Attorney General list.	Providing technical assistance	
AB 2308	Haney, D	Redevelopment: successor agency debt: City and County of San Francisco	Providing technical assistance	
AB 2341	Fong, D	Local government: emergency response services: use of languages other than English.		
AB 2346	Wilson, D	Vehicles: electric bicycles and speed limits.	Providing technical assistance	

Measure	Author	Topic	MTC Position	ABAG Position
AB 2372	Hoover, R	Vehicles: tolls.		
AB 2373	Dixon, R	The California Coastal Act: local coastal program: sea level rise plan: neighborhood-scale adaptation approach.		
AB 2401	Ta, R	Video imaging of parking violations.		
AB 2407	Macedo, R	High-Speed Rail Authority Office of the Inspector General: contract reviews: audit standards.		
AB 2408	DeMaio, R	Energy: billing.		
AB 2453	Rodriguez, Michelle, D	Vehicles: off-highway motor vehicles.		
AB 2463	Petrie-Norris, D	Public Utilities Commission: rates: returns on equity.		
AB 2484	Alvarez, D	San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.		
AB 2508	Hoover, R	Public Utilities Public Purpose Programs Fund.		
AB 2521	Papan, D	Sustainable groundwater management.		
AB 2543	Ransom, D	Emergency preparedness: electric vehicle fast charging infrastructure.		
AB 2552	Ávila Farías, D	California Environmental Quality Act: transportation impact mitigation.		
AB 2560	Schultz, D	Climate Action Plan for Transportation Infrastructure: goals.		
AB 2576	Harabedian, D	Transit-oriented development.		
AB 2595	Papan, D	Vehicles: electric bicycles.	Providing technical assistance	
AB 2682	Berman, D	Transportation network company drivers: labor relations: appeals.		
ABX1 2	Gabriel, D	Budget Act of 2024.		
ACA 3	Haney, D	University of California: home down payment loans for support staff.		
ACA 4	Jackson, D	Homelessness and affordable housing.		
ACA 12	Wallis, R	Road usage charges: vote and voter approval requirements.		
AJR 22	Arambula, D	Federal Infrastructure Bank.		
HR 1	Pacheco, D	Relative to the Standing Rules of the Assembly for the 2025–26 Regular Session.		
HR 26	Boerner, D	Relative to Bike to School Day.		
SB 10	Padilla, D	Otay Mesa East Toll Facility Act: toll revenues.		
SB 16	Blakespear, D	Ending Street Homelessness Act.		

Measure	Author	Topic	MTC Position	ABAG Position
SB 33	Cortese, D	Public contracts: claim resolution.		
SB 52	Pérez, D	Housing rental terms: algorithmic devices.		
SB 69	McNerney, D	Artificial intelligence program: Attorney General.		
SB 117	Committee on Budget and Fiscal Review	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.	Providing technical assistance	
SB 381	Wahab, D	Vital records: adoptees' birth certificates.		
SB 417	Cabaldon, D	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
SB 436	Wahab, D	Unlawful detainer: notice to terminate tenancy.		
SB 445	Wiener, D	High-speed rail: third-party agreements, permits, and approvals: regulations.		
SB 457	Becker, D	Housing element compliance: committed assistance: in-kind services.		
SB 492	Menjivar, D	Youth Housing Bond Act of 2026.		
SB 522	Wahab, D	Housing: tenant protections.		
SB 545	Cortese, D	High-speed rail: economic opportunities.		
SB 549	Allen, D	Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.		
SB 569	Blakespear, D	Department of Transportation: homeless encampments.		
SB 606	Becker, D	Homeless Housing, Assistance, and Prevention program: reporting requirements: functional zero unsheltered.		
SB 667	Archuleta, D	Railroads: safety: wayside detectors.		
SB 677	Wiener, D	Housing development: transit-oriented development.	Providing technical assistance	Providing technical assistance
SB 681	Wahab, D	Housing.		
SB 715	Allen, D	Regional housing need: methodology: distribution.		Providing technical assistance
SB 722	Wahab, D	Transit-oriented housing development: excluded parcels and sites.		
SB 750	Cortese, D	California Housing Finance and Credit Act.	Support	Support
SB 772	Cabaldon, D	Infill Infrastructure Grant Program of 2019: applications: eligibility.		

Measure	Author	Topic	MTC Position	ABAG Position
SB 802	Ashby, D	Housing finance and development: Sacramento Area Housing and Homelessness Agency: Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.		
SB 905	Becker, D	Electricity.		
SB 922	Laird, D	Vehicles: local agency charges: use of streets or highways.		
SB 956	Choi, R	Vehicles: Electric Bicycle Special License Plate Pilot Program.	Providing technical assistance	
SB 979	Strickland, R	Planning and zoning: housing element: regional housing needs allocation: judicial review.		Oppose
SB 1008	Ochoa Bogh, R	California Environmental Quality Act: exemption: railroad grade crossing closure.		
SB 1013	Cervantes, D	Automated license plate recognition systems.	Providing technical assistance	
SB 1034	McNerney, D	Vehicles: special license plates.		
SB 1087	Cabaldon, D	Transportation planning: sustainable communities strategies: transportation funding programs.	Sponsor	Sponsor
SB 1136	Blakespear, D	Intercity rail and commuter rail: special events service plans: fare system integration.	Providing technical assistance	
SB 1166	Arreguín, D	Alameda-Contra Costa Transit District: employee relations.		
SB 1167	Blakespear, D	Vehicles: electric bicycles.	Providing technical assistance	
SB 1177	Cortese, D	High-Speed Rail Authority: project update report.		
SB 1213	Reyes, D	Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.		
SB 1219	Strickland, R	Energy efficiency programs: discontinuance of administration.		
SB 1246	Cortese, D	Autonomous vehicles.	Providing technical assistance	
SB 1250	Cortese, D	State highway system: wildlife connectivity.		
SB 1256	Jones, R	Subdivision Map Act: action or proceeding.		

Measure	Author	Topic	MTC Position	ABAG Position
SB 1265	Richardson, D	California Alternative Energy and Advanced Transportation Financing Authority: financial assistance programs and products.		
SB 1279	Gonzalez, D	City of Long Beach Pacific Coast Highway speed safety system pilot program.		
SB 1292	Richardson, D	Enhanced curb management system.		
SB 1324	Blakespear, D	Passenger and freight rail: LOSSAN Rail Corridor: working group report.		
SB 1361	Durazo, D	Transit-oriented housing developments: exceptions: housing development policy.		
SB 1375	Cortese, D	California Environmental Quality Act: exemptions: City of San Jose: Diridon Station.	Support	
SB 1408	Arreguín, D	Contra Costa Transportation Authority: transactions and use tax.	Providing technical assistance	
SB 1411	Stern, D	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Providing technical assistance	
SB 1423	Stern, D	Transportation funding: State Transportation Improvement Program: Active Transportation Program.	Providing technical assistance	
SB 1425	Cortese, D	High-Speed Rail Authority: property: right-of-way.		

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

2026 Legislative Calendar*

January

- 1: Statutes take effect
- 5: **Legislature reconvenes**
- 10: Budget must be submitted by Governor
- 16: Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house in the odd-numbered year
- 19: Martin Luther King, Jr. Day observed
- 23: Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to **submit bill requests** to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd- numbered year

February

- 16: Presidents' Day
- 20: Last day for bills to be **introduced**

March

- 26: **Spring Recess** begins upon adjournment
- 30: Cesar Chavez Day observed.

April

- 6: Legislature reconvenes from **Spring Recess**
- 24: Last day for **policy committees** to hear and report to **fiscal committees fiscal bills** introduced in their house

May

- 1: Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house
- 8: Last day for **policy committees** to meet prior to June 1
- 15: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 1.
- 25: Memorial Day
- 26-29: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 29: Last day for each house to pass bills introduced in that house

June

- 1: Committee meetings may resume
- 15: **Budget Bill** must be passed by **midnight**
- 25: Last day for a legislative measure to qualify for the Nov. 3 General Election ballot

July

- 2: Last day for **policy committees** to meet and report bills.

  Summer Recess begins upon adjournment, provided Budget Bill has been passed.
- 3: Independence Day observed

August

- 3: Legislature reconvenes from **Summer Recess**
- 29: Last day for **fiscal committees** to meet and report bills
- 17-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 21: Last day to **amend** bills on the Floor
- 31: Last day for each house to pass bills. **Final Recess** begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1

October

- 2: Bills enacted on or before this date take effect January 1, 2027.

November

- 3: General Election.
- 30: Adjournment *sine die* at midnight

December

- 7: 2027-28 Regular Session convenes for Organizational Session at 12 noon.

2027

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (https://clerk.assembly.ca.gov/) and the Office of the Secretary of The Senate (https://www.senate.ca.gov/legdeadlines).

*Dates are subject to change.

California Local & Regional Government Association Bill Position Resources

League of California Cities ("the League")

https://www.calcities.org/advocacy/bill-search

California State Association of Counties (CSAC)

https://www.counties.org/policy-issues/bill-report/

California Association of Councils of Government (CALCOG)

https://calcog.org/bill-tracker/